

BookletChartTM

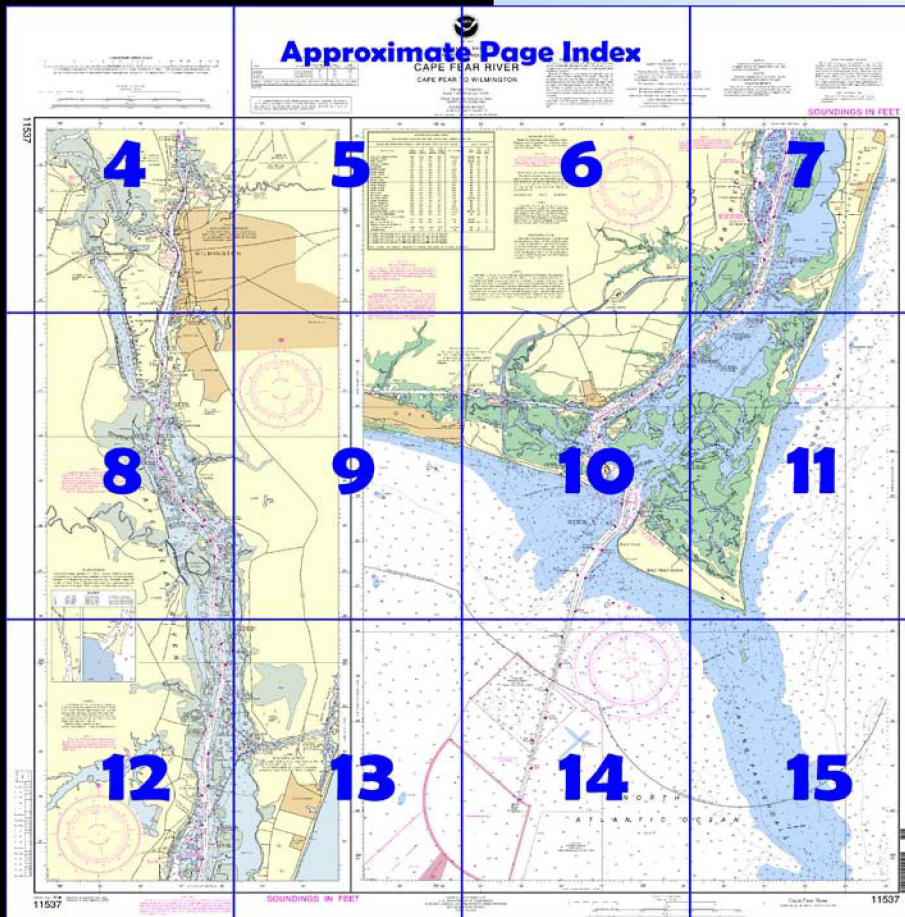
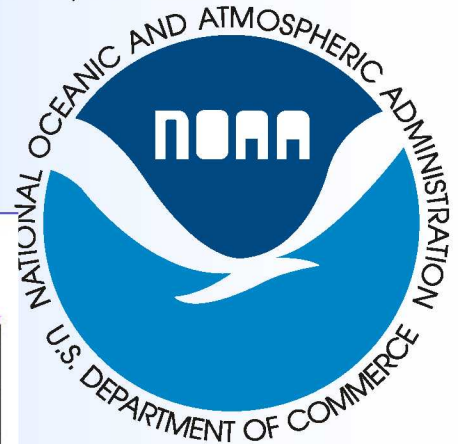
Cape Fear River - Cape Fear to Wilmington

(NOAA Chart 11537)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

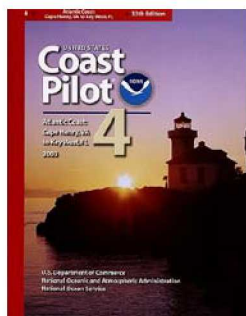
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 5 excerpts]

(112) **Wilmington** is the leading port of North Carolina. There are many tourist attractions and points of historical interest in the city and vicinity.

(113) **Oak Island Light** (33°53'36"N., 77°02'06"W.), 169 feet above the water, is shown from a 155-foot cylindrical tower, upper part black, middle white, and lower part gray, on Oak Island. It is the most conspicuous object in the approach. The abandoned lighthouse on the west side of

Smith Island, and the buildings of the **Oak Island Coast Guard Station**, west of Fort Caswell are conspicuous.

(114) Water tanks at Yaupon Beach, Southport and at Kure Beach and two silver radar domes 1.3 miles southward of the tank at Kure Beach are visible well to seaward. The floodlights at the buildings on the beach 1 mile west of Oak Island Light are visible at night. The lights on the stack,

microwave tower, and on the buildings of the nuclear powerplant on the west side of Cape Fear River 2.5 miles above Southport are prominent at night.

(117) A Federal project provides for a channel 40 feet deep over the ocean bar, thence 38 feet for 24 miles to Wilmington including the turning basin off the the city; thence in Northeast Cape Fear River 32 feet to and in a turning basin 0.4 mile above the mouth, thence 32 feet to Hilton Bridge 1.2 miles above the mouth, and thence 25 feet to 1.5 miles above the bridge, including a turning basin 1 mile above the bridge. The channel is well marked with lighted ranges and other aids.

(118) **Western Bar Channel** is used by small craft bound westward along the coast. This unmarked channel had a depth of 8 feet and the best water was 50 yards offshore. The channel is not stable, and local knowledge is advised for boats drawing over 6 feet. Abreast **Oak Island Coast Guard Station** the shore should not be approached closer than 0.3 miles. A channel from Cape Fear River to the Coast Guard wharf had a depth of 4½ feet. The channel is marked by daybeacons and lights.

(119) A ferry crosses the river from Price Creek to Federal Point on the east side of the river south-southwest of **Kure Beach**. The channels leading to the ferry are marked by pilings with reflectors. Price Creek ferry channel had a depth of 10 feet. Federal Point ferry channel had a depth of 7 feet.

(124) **Frying Pan Shoals** are the principal danger in the approaches to Cape Fear River. Isolated wrecks, some marked, and obstructions with varying depths over them are in the approaches.

(126) **Bald Head Shoal** and **Jay Bird Shoals (Middle Ground)** are dangerous shoals on either side of the bar channel.

(127) **Caution** should be exercised in Cape Fear River when tides are higher than normal and after heavy rains as logs and floating debris may be encountered.

(132) The tidal currents on the bar run with considerable velocity and set in the direction of the channels, but on the last of the flood and first of the ebb they set to the eastward across the channel and on the beginning of the flood they set to the westward. In the river their set is in the direction of the channel. At low-river stages, a strong flood is felt for a considerable distance above Wilmington.

(173) The Wilmington Cape Fear Pilots Association maintains a lookout tower adjacent to the town pier, which had 18 feet alongside. A yacht basin is on the north side of the Intracoastal Waterway 0.2 mile westward of the lookout tower. The depth was 11 feet in the basin, except for depths of 5 to 9½ feet near the pier at the head. Depths of 3 to 5 feet were in the small-boat harbor with lesser depths in the east part and along the edges. A storm barrier on the south bank of the Intracoastal Waterway protects the harbor.

(175) A channel in Cape Fear River above Wilmington leads northwesterly to a turning basin at **Navassa**, thence to **Fayetteville**. Three locks and dams are between Navassa and Fayetteville. The depths were 11 feet to the turning basin at Navassa with 10 feet in the turning basin, thence 9 feet to **Acme**, thence 4 feet to Fayetteville.

(176) The Railroad bridge at Navassa has a clearance of 6 feet. The least known high water clearance of the fixed bridges crossing Cape Fear River between Navassa and Fayetteville is 13 feet.

(177) **Black River** flows into Cape Fear River 12 miles above Wilmington. Drafts of not more than 3 feet can be taken to **Still Bluff**.

(178) **Northeast Cape Fear River**, depths of 6 feet can be taken for 42 miles, and thence 3 feet to **Crooms Bridge**.

(180) **Smith Creek**, the depth was 5 feet over the bar to the junction with Burnt Mill Creek, thence 1 foot to the walkway crossing the creek. The creek was foul with stumps, logs, and submerged piling from the entrance to its head. Route 117 bridge has a clearance of 3 feet. The Railroad bridge, 2 miles above the mouth, has a clearance of 12 feet.

Table of Selected Chart Notes

Corrected through NM Jan. 24/09
Corrected through LNM Jan. 20/09

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAPE FEAR RIVER

The controlling depth from Wilmington to
Navassa Turning Basin was 11 feet for a mid-
width of 160 feet and 11 feet in the basin.
Jan 2000

WARNING

The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

NOTE D

Fixed security barriers have been installed at
the Military Ocean Terminal at Sunny Point.
The barriers are marked by numerous quick
flashing white lighted pilings and quick flashing
yellow lights.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important
supplemental information.

NOTE D

Fixed security barriers have been installed at
the Military Ocean Terminal at Sunny Point.
The barriers are marked by numerous quick
flashing white lighted pilings and quick flashing
yellow lights.

CAUTION

Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Morehead
City, NC to Little River Inlet, SC.
The controlling depths are published periodi-
cally in the U.S. Coast Guard Local Notice to
Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed
below provides continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

Wilmington, NC KHB-31 162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not
open to a full upright or vertical position, unlimited
vertical clearance is not available for the entire
charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.617" northward and 1.036" eastward
to agree with this chart.

NOTE S

Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Morehead City,
NC to Little River Inlet, SC.
The controlling depths are published periodically
in the U.S. Coast Guard Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 4. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
5th Coast Guard District in Portsmouth, Virginia or at the
Office of the District Engineer, Corps of Engineers in
Wilmington, North Carolina.
Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may
cause considerable damage to marine structures, aids to
navigation and moored vessels, resulting in submerged debris
in unknown locations.

Charted soundings, channel depths and shoreline may not
reflect actual conditions following these storms. Fixed aids to
navigation may have been damaged or destroyed. Buoys may
have been moved from their charted positions, damaged, sunk,
extinguished or otherwise made inoperative. Mariners should
not rely upon the position or operation of an aid to navigation.
Wrecks and submerged obstructions may have been displaced
from charted locations. Pipelines may have become uncovered
or moved.

Mariners are urged to exercise extreme caution and are
requested to report aids to navigation discrepancies and
hazards to navigation to the nearest United States Coast Guard
unit.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart
updated weekly by NOAA for Notices to Mariners and
critical corrections. Charts are printed when ordered
using Print-on-Demand technology. New Editions are
available 5-8 weeks before their release as traditional
NOAA charts. Ask your chart agent about Print-on-Demand
charts or contact NOAA at 1-800-584-4683,
http://NauticalCharts.gov, help@NauticalCharts.gov, or
OceanGrafix at 1-877-56CHART, http://OceanGrafix.com,
or help@OceanGrafix.com.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are
RECOMMENDED for use by all vessels traveling between
the points involved. They have been designed to aid in the
prevention of collisions at the approaches to Cape Fear
River, but are not intended in any way to supersede or alter
the applicable Rules of the Road. The separation zone is
intended to separate inbound and outbound traffic and to
be free of ship traffic. The separation zone should not be
used except for crossing purposes. When crossing traffic
lanes and the separation zone use extreme caution.

AUTHORITIES

Hydrography and topography by the National Ocean
Service, Coast Survey, with additional data from the Corps
of Engineers, U.S. Coast Guard, and National Geospatial
-Intelligence Agency.

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels
operating between Cape Fear River and one of the established
traffic lanes. Mariners are advised to exercise extreme care in
navigating within this area. The normal Pilot Boarding Area is
outlined by a magenta band.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published
weekly by the National Geospatial-Intelligence Agency and the Local Notice to
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the
dates shown in the lower left hand corner. Chart updates corrected from Notice to
Mariners published after the dates shown in the lower left hand corner are available at
nauticalcharts.noaa.gov.

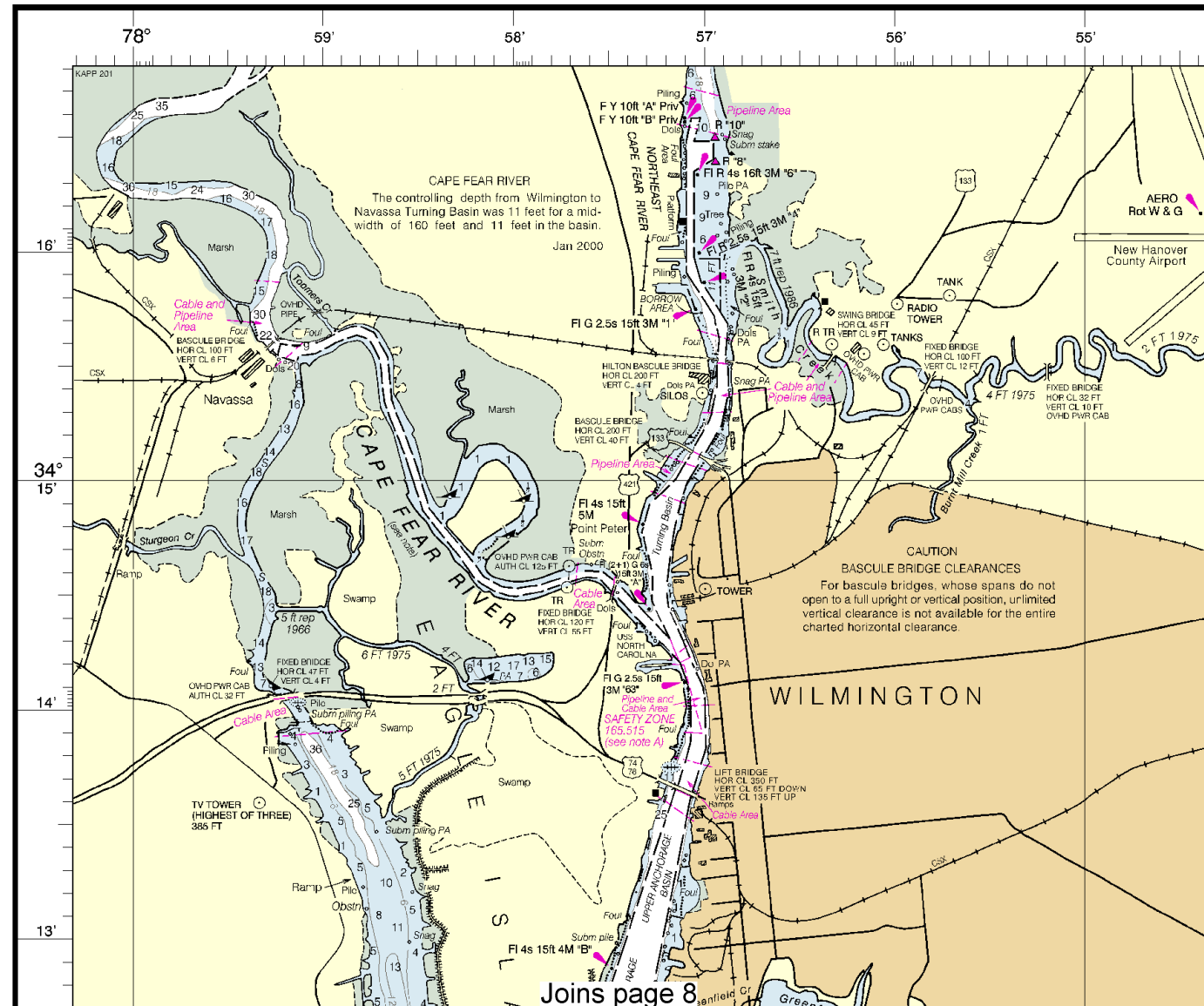
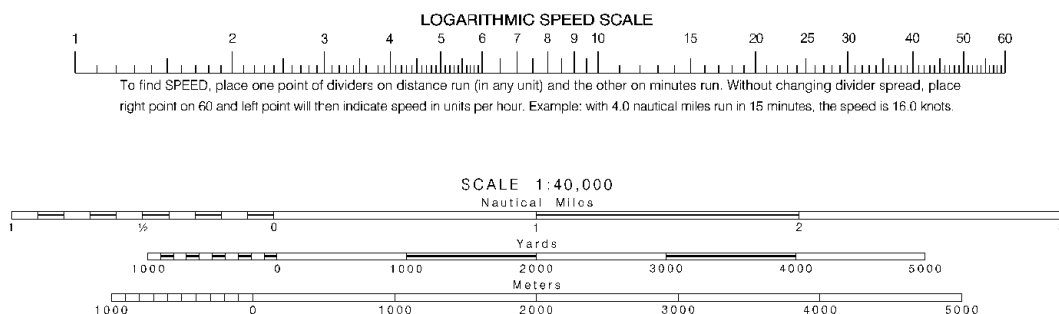
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation,
some Federal laws apply. The Three Nautical Mile Line, previously identified as the
outer limit of the territorial sea, is retained as it continues to depict the jurisdictional
limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in
most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical
mile Exclusive Economic Zone were established by Presidential Proclamation.
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject
to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Bald Head	(33°53'N/78°00'W)	feet 5.0	feet 4.7	feet 0.2
Southport	(33°55'N/78°01'W)	4.7	4.4	0.1
Reaves Point	(34°00'N/77°57'W)	4.6	4.2	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,
tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Dec 2008)



4



Printed at reduced scale.

See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

CAPE FEAR RIVER
CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 C-1950-760 KAPP 200

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(33°53'N/78°00'W)	feet 5.0	feet 4.7	feet 0.2
(33°55'N/78°01'W)	4.7	4.4	0.1
(34°00'N/77°57'W)	4.6	4.2	0.2

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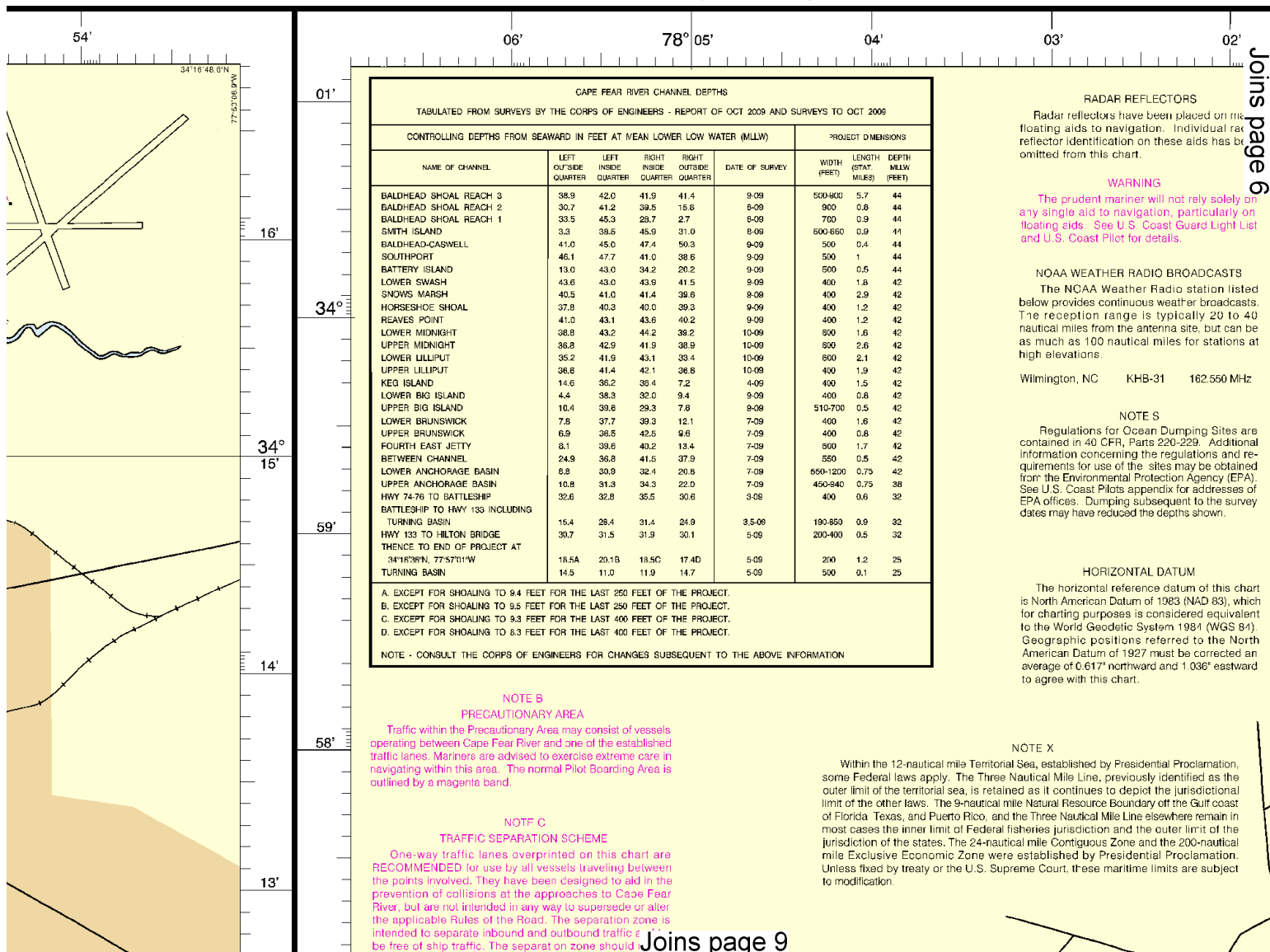
seen designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Ocean g, Maryland 20910-3282.

HURRICANES

Hurricanes, tropical cause considerable u navigation and moored in unknown locations.

Chartered soundings, reflect actual conditions navigation may have be have been moved from extinguished or otherw not rely upon the possi Wrecks and submerged from charted locations or moved.

Mariners are urged requested to report a hazards to navigation t unit.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

CAPE FEAR RIVER
CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950. C-1950-760. KAPP 200

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLRE

Add

(MLLW)
Mean
Water
Level
0.2
0.1
0.2
or levels,
to.gov.

Joins page 5

58'

6

North

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 10

CAPE FEAR RIVER CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 AND SURVEYS TO OCT 2009					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
BALDHEAD SHOAL REACH 3	38.9	42.0	41.9	41.4	9-09
BALDHEAD SHOAL REACH 2	30.7	41.2	39.5	15.6	8-09
BALDHEAD SHOAL REACH 1	33.5	45.3	28.7	2.7	8-09
SMITH ISLAND	3.3	38.5	45.9	31.0	8-09
BALDHEAD-CASWELL	41.0	45.0	47.4	50.3	9-09
SOUTHPORT	46.1	47.7	41.0	38.6	9-09
BATTERY ISLAND	13.0	43.0	34.2	20.2	9-09
LOWER SWASH	43.6	43.0	43.9	41.5	9-09
SNOWS MARSH	40.5	41.0	41.4	39.6	8-09
HORSESHOE SHOAL	37.8	40.3	40.0	39.3	9-09
REAVES POINT	41.0	43.1	43.6	40.2	9-09
LOWER MIDNIGHT	38.9	43.2	44.2	38.2	10-09
UPPER MIDNIGHT	36.8	42.9	41.9	38.9	10-09
LOWER LULLIPUT	35.2	41.9	43.1	33.4	10-09
UPPER LULLIPUT	36.6	41.4	42.1	36.8	10-09
KEG ISLAND	14.6	36.2	36.4	7.2	4-09
LOWER BIG ISLAND	4.4	38.3	32.0	9.4	9-09
UPPER BIG ISLAND	10.4	39.8	29.3	7.8	9-09
LOWER BRUNSWICK	7.8	37.7	39.3	12.1	7-09
UPPER BRUNSWICK	6.9	36.5	42.5	9.6	7-09
FOURTH EAST JETTY	8.1	39.6	40.2	13.4	7-09
BETWEEN CHANNEL	24.9	36.8	41.5	37.9	7-09
LOWER ANCHORAGE BASIN	9.8	30.9	32.4	20.6	7-09
UPPER ANCHORAGE BASIN	10.8	31.3	34.3	22.0	7-09
HWY 74-76 TO BATTLESHIP	32.6	32.8	35.5	30.6	3-08
BATTLESHIP TO HWY 133 INCLUDING TURNING BASIN	15.4	28.4	31.4	24.9	8.5-09
HWY 133 TO HILTON BRIDGE	30.7	31.5	31.9	30.1	5-09
THENCE TO END OF PROJECT AT 34°18'30"N, 77°57'01"W	18.5A	20.1B	18.5C	17.4D	5-09
TURNING BASIN	14.5	11.0	11.9	14.7	5-09

- A. EXCEPT FOR SHOALING TO 9.4 FEET FOR THE LAST 250 FEET OF THE PROJECT.
B. EXCEPT FOR SHOALING TO 9.5 FEET FOR THE LAST 250 FEET OF THE PROJECT.
C. EXCEPT FOR SHOALING TO 9.3 FEET FOR THE LAST 400 FEET OF THE PROJECT.
D. EXCEPT FOR SHOALING TO 8.3 FEET FOR THE LAST 400 FEET OF THE PROJECT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Wilmington, NC KHB-31 162.550 MHz

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.617" northward and 1.036" eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

STACK
FIR & FRLLs
COOLING TOWERS

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial Intelligence Agency.

For Symbols and Abbreviations see Chart No. 1

REGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

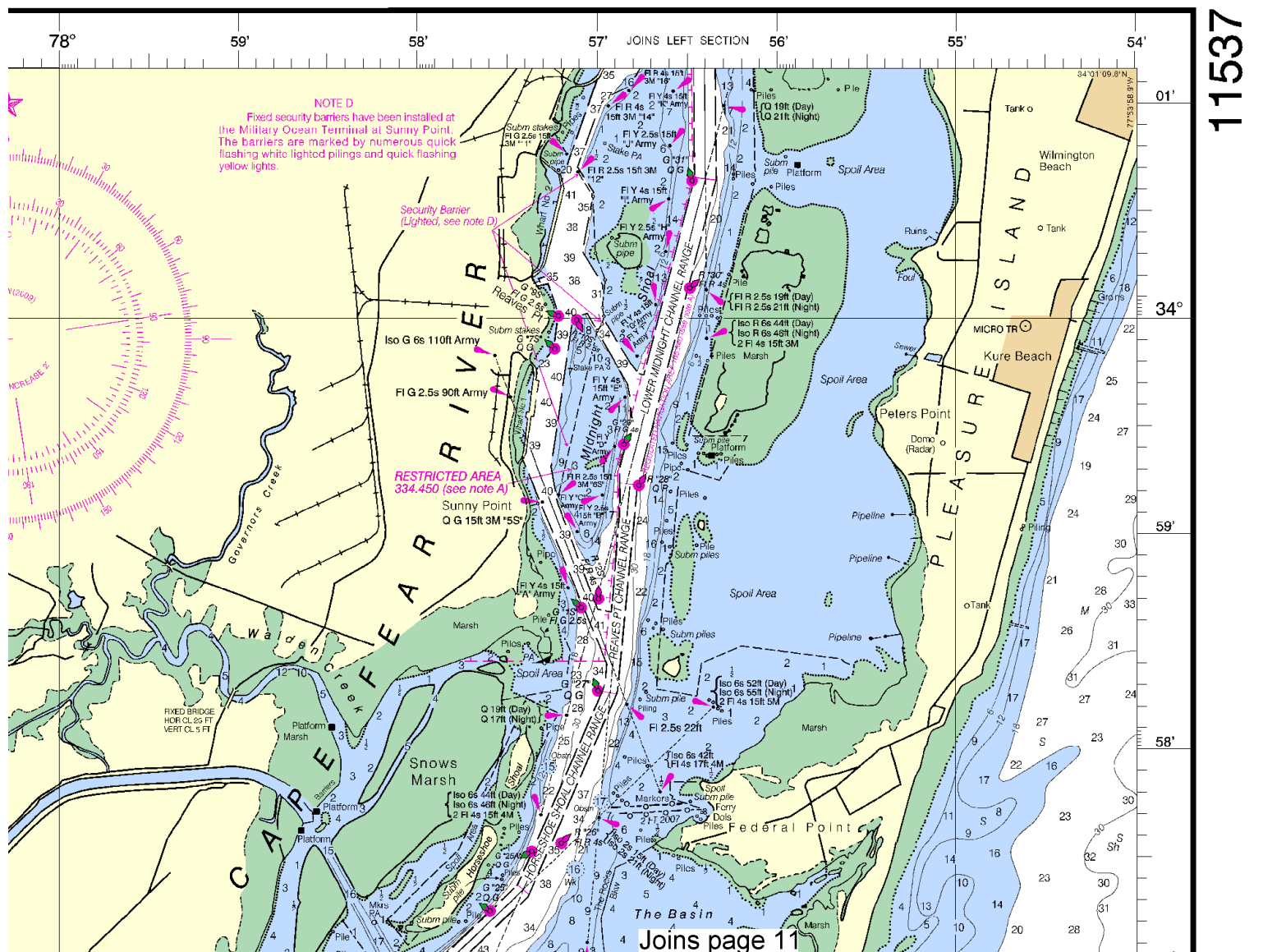
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

AIDS TO NAVIGATION

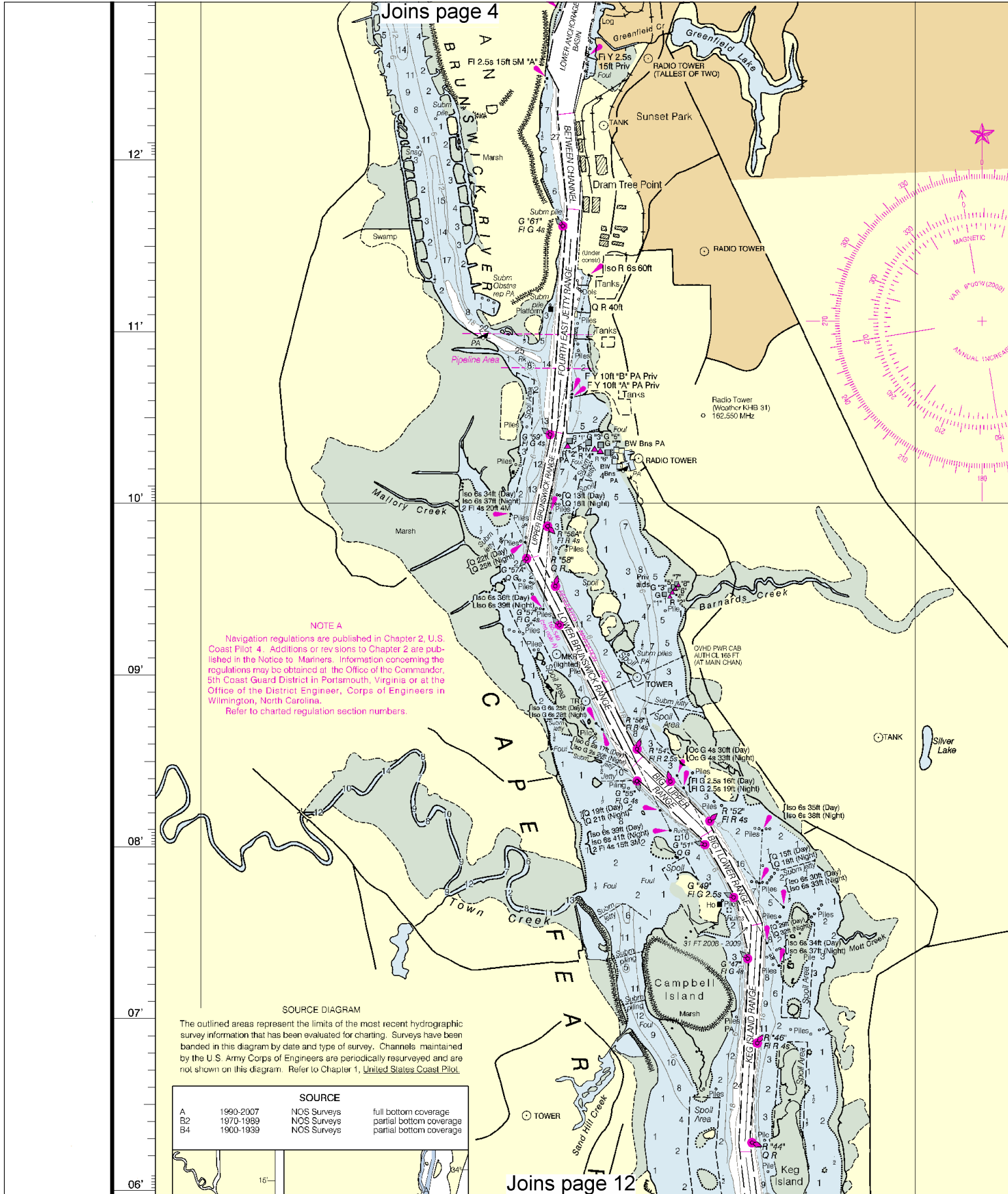
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOUNDINGS IN FEET



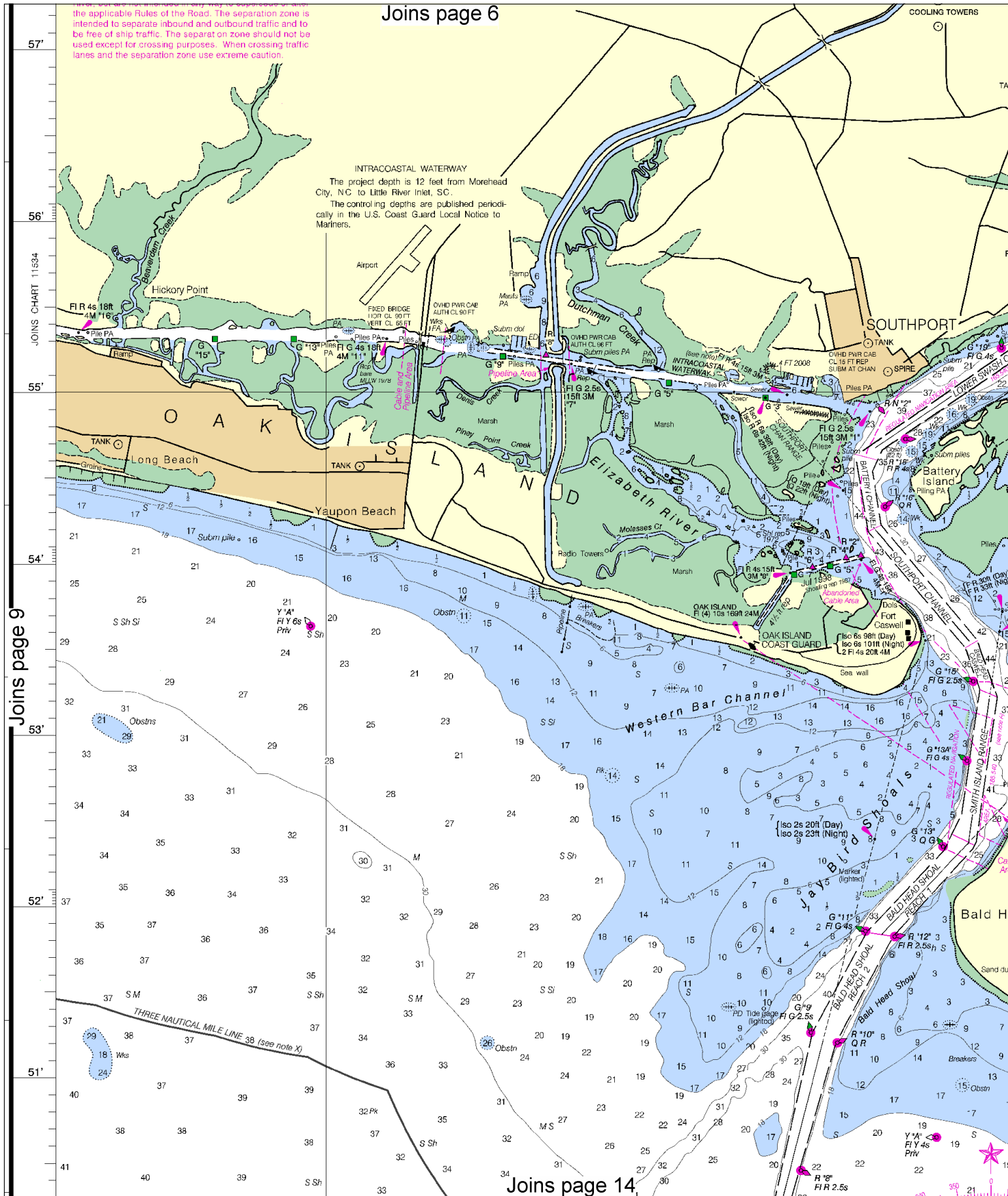
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
 NGA Weekly Notice to Mariners: 1010 3/6/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

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Joins page 5





Joins page 9

Joins page 14



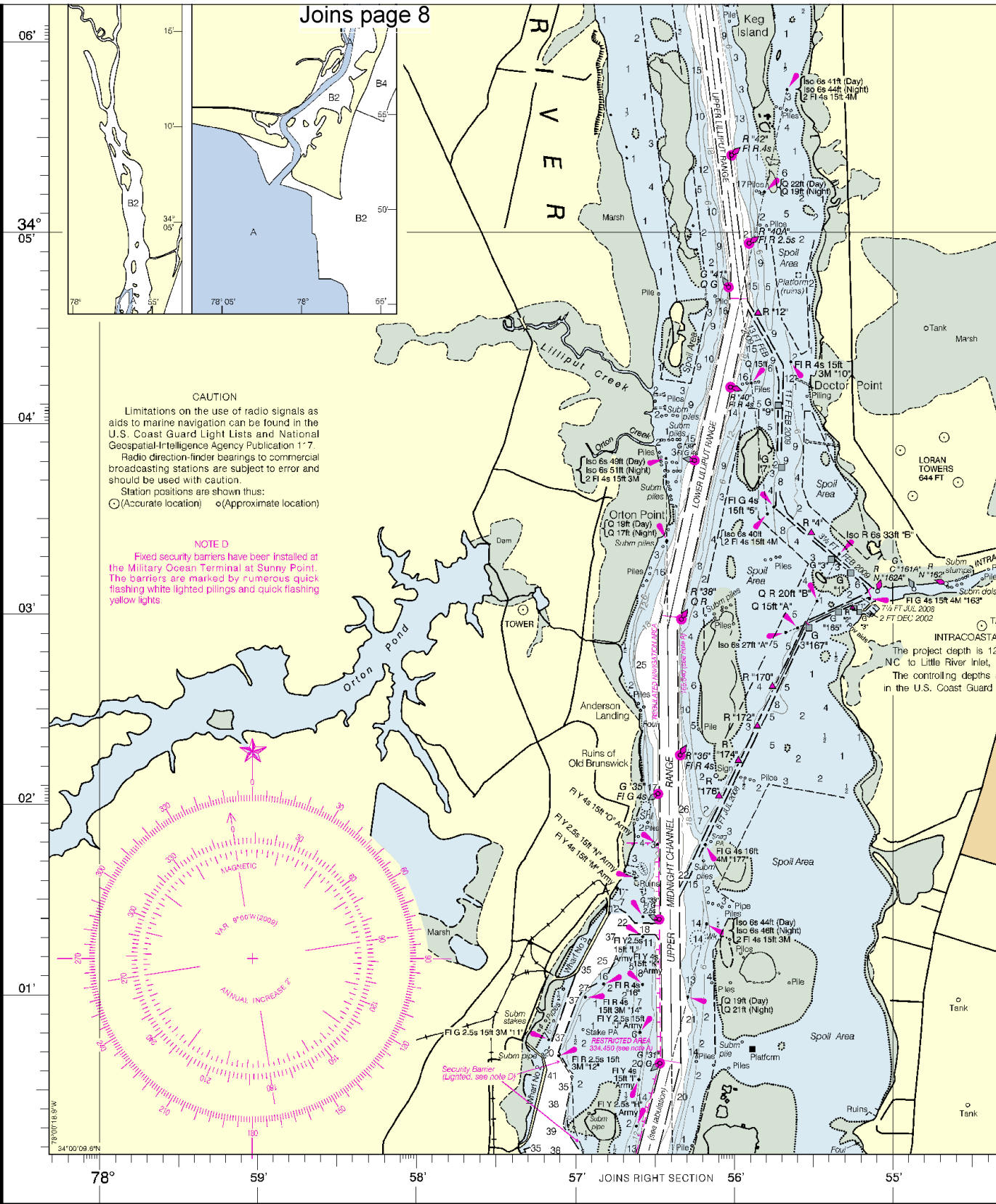
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 8



FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

38th Ed., Jan. / 09
11537

Corrected through NM Jan. 24/09
Corrected through LNM Jan. 20/09

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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12

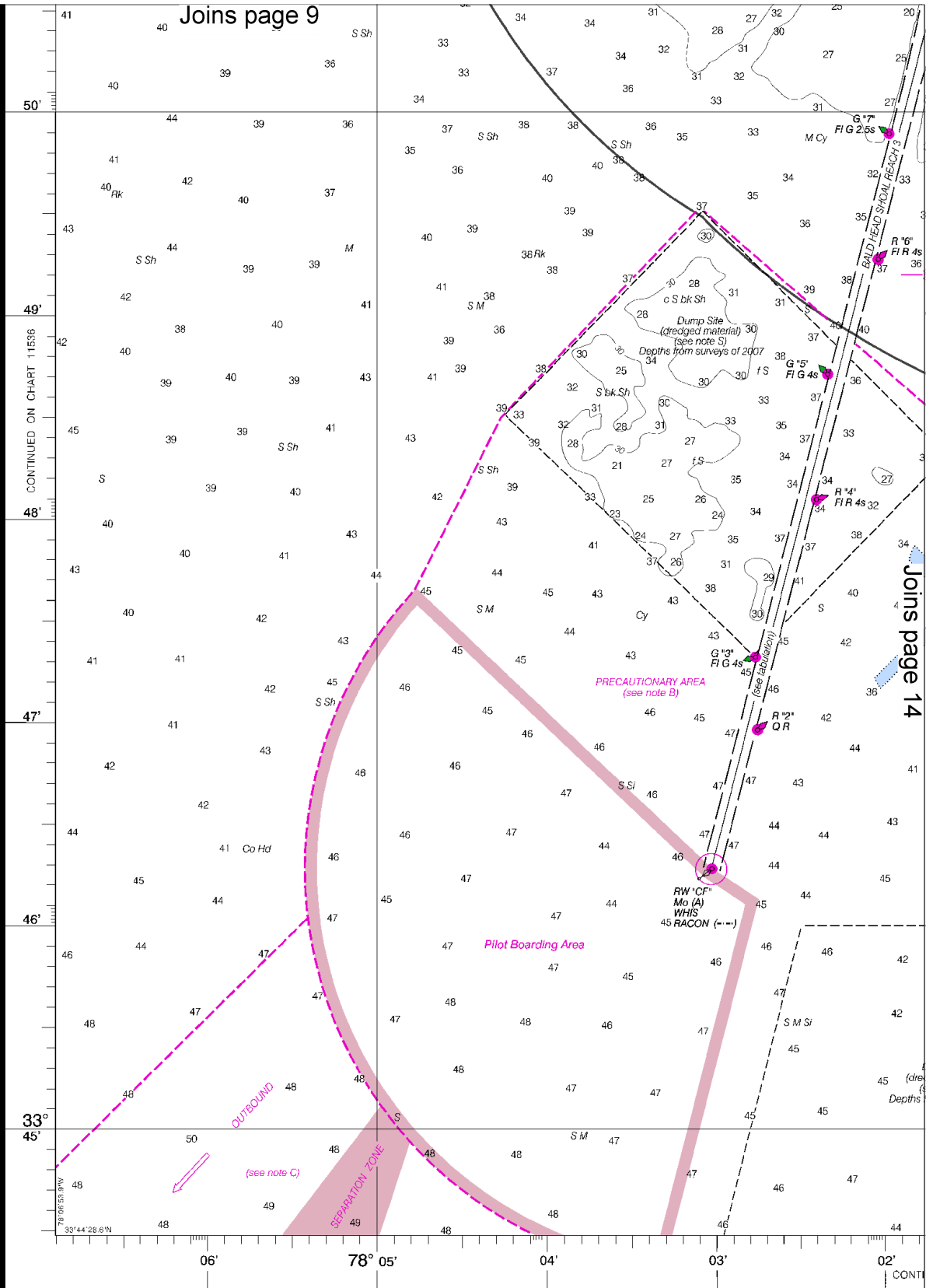
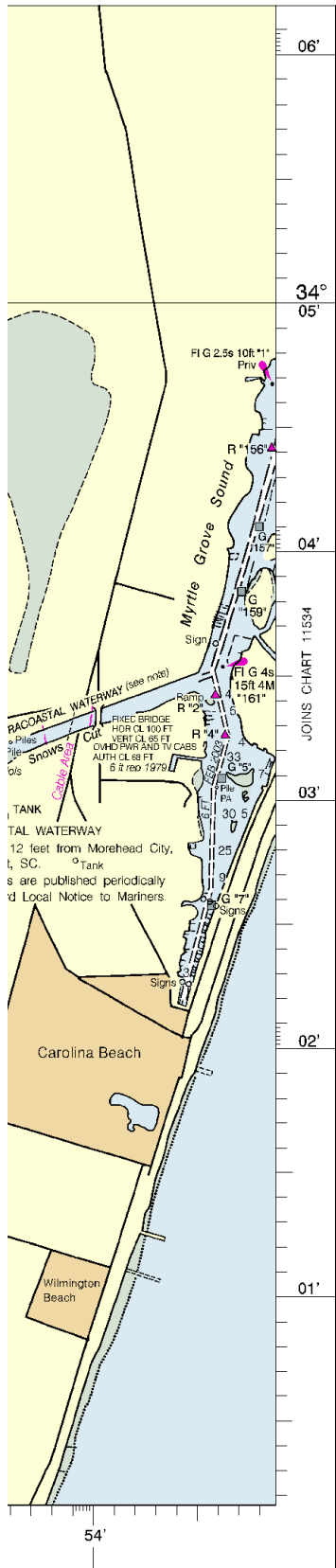


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



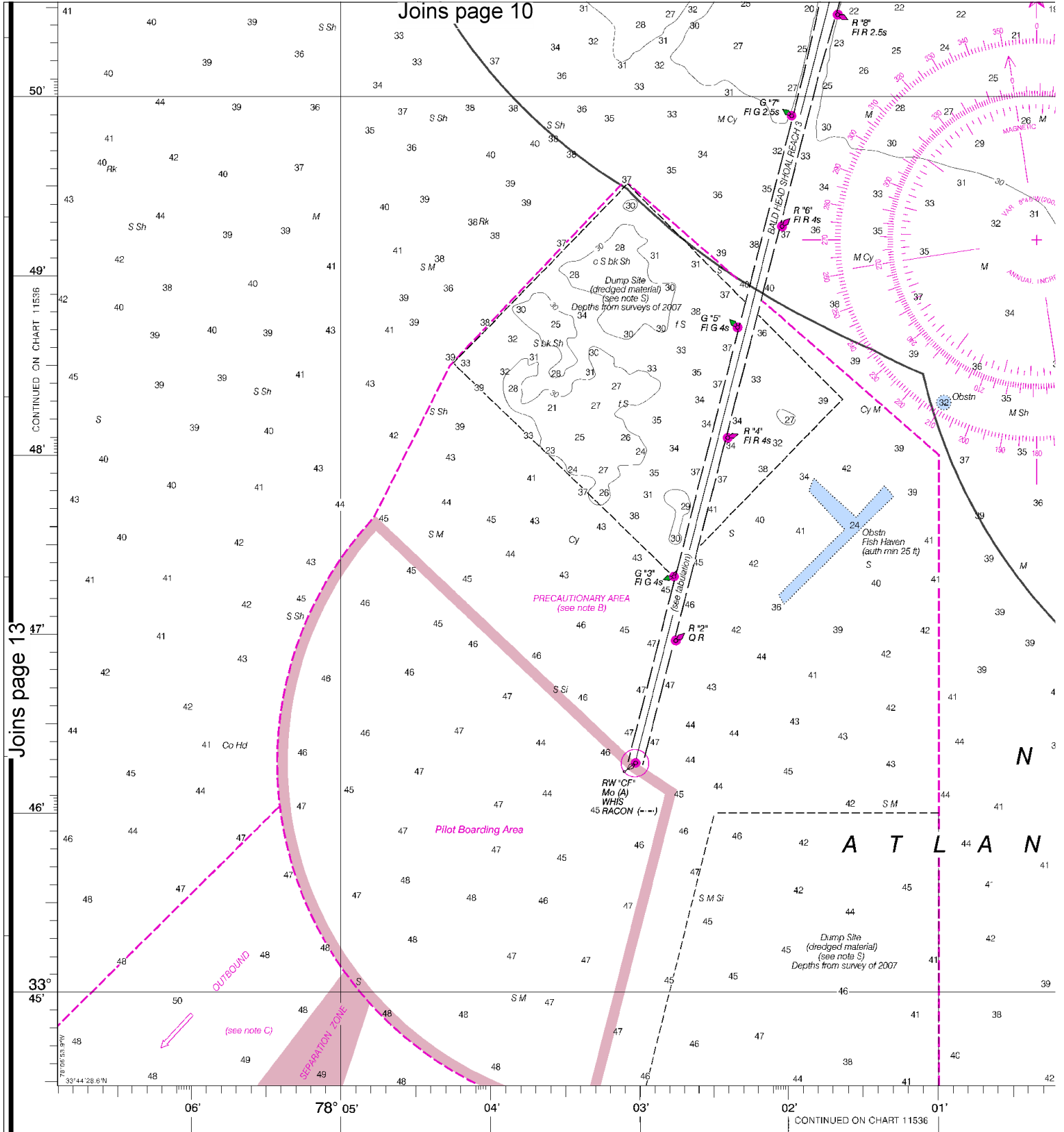


NDINGS IN FEET

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NATIONAL OCEAN SERVICE
COAST SURVEY

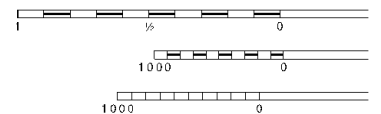
Joins page 10

Joins page 13



ET

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NATIONAL OCEAN SERVICE
COAST SURVEY



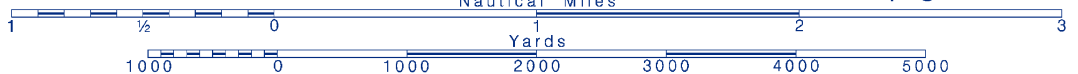
14



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Oak Island – 910-278-5592

NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.